

PRINCE HENRY TOUR AROUSES INTEREST OF MOTOR PUBLIC

Amateurs of England and Germany Enthused by Event.

International touring contests have been given a boom by the recent Prince Henry tour, in which a team of amateur car owners from Germany contested in friendly spirit against a team in England, says Motor Age. Manufacturers were strictly barred from the contest.

It is not known exactly what inspired Germany to change its Prince Henry classic from a tour contested in by manufacturers by their expert drivers to a tour for amateurs. No matter what the reason for this change may have been, the result has been phenomenal. The tour has attracted more attention from the public point of view than ever before. The public felt that it was a tour for themselves, in which private citizens drove, and they felt that what one private citizen could do they themselves should be able to do.

Inspiration Tour.

This tour might better be named an inspiration tour, because it has already created in the minds of thousands the feeling that they also can tour successfully. This means much to the motor car industry. There is not enough touring. The towns and cities are getting filled with cars, but so many of them are afraid to leave the boulevards and invade the country roads. In many cases there are good reasons for this fear. The conditions of the roads are such that they are only passable in dry weather. It is, however, valuable to have the public feel that their own members can tour continuously for several days and that the car is not such an intricate problem or such a white elephant possibility.

Taught Here.

This same lesson is being admirably taught in America by the inter-club contests which started in Chicago three years ago. These contests have been largely for amateur owners. Many of these owners never ventured into the country until these tours were started, but since they have become confirmed tourists and enthusiasts of the real motor car spirit.

This enthusiasm is what is needed. If a man never gets into the country, his car becomes to him a utility, having little more meaning to him than the electric trolley car or the steam train, being merely a convenience. As such he will not talk it to his neighbors and will not spread the gospel of the car which it is so necessary to have at present.

Emerson & Orme are receiving many inquiries about the 1912 Regal cars, particularly the Regal "30" touring car, which will be listed at \$4,400. The fact that the car will be equipped with demountable rims will prove interesting to many prospective buyers. The new model will have a wheel base of 118 inches, selective sliding gear transmission, with three forward speeds and reverse, dual ignition, Hyatt nickel-steel roller bearings, together with standard equipment.

Ted S. Johnston, manager of the Washington branch of the Buick Motor Company, has been advised that the production of Buick 1912 models is under way. While not all of the departments of the big Buick plant are working on the new models, the production of 1912 cars is well under way, and it is expected that deliveries will begin next week.

The class of entries being received for the national stock chassis races to be run at Elgin, Ill., August 25 and 26, indicate that the four races will be among the premier events of the 1911 racing season. Ralph De Palma and Spencer Wishart have just entered Simplex cars, while the Alco team consisting of Grant Hartman and Lee, together with Ralph Mulford and the two National drivers, are among the early entrants.

NEW TRAFFIC LAW WELCOME CHANGE

Motorists Delight in Prospect That William P. Eno's Regulations Will Be Adopted by Police and Carelessness of Horse Drivers Checked as Danger in District.

By HARRY WARD.

Motorists today are expressing keen delight that changes in the traffic regulations recommended by William P. Eno have been approved by Major Sylvester, and in the main are expected to be adopted by the Commissioners.

Probably in no other large city in the country are the traffic regulations with respect to horse-drawn vehicles so lax as they are in Washington. Drivers of delivery wagons think nothing of cutting directly across the street without regard to other traffic, and the wonder is that more accidents do not occur from such careless driving.

Rob Burman, the racing driver who was in Washington during the week, took a short spin around the city and was astounded. "I have driven an automobile in nearly all the cities of the country," said Burman, "but never before encountered such gross carelessness on the part of horse drivers as in this city. Passing the White House the driver of a brick wagon deliberately cut in ahead of me, causing me to jam on my brakes to prevent hitting the wagon. Had I not been keeping a sharp lookout, as every automobile driver soon learns to do, I would have crashed into the heavy brick wagon with disastrous results. I had two or three other narrow escapes and I wondered how your automobile drivers managed to get around the city as well as they do. There seems to be no curb on drivers of horse vehicles whatever."

The adoption of the Eno regulations will go a long way toward making life easier for those who drive motor cars.

A tiny plummet of steel, falling within a glass tube and striking the surface of a piece of steel under test, determines in the Speedwell factory, at Dayton, Ohio, whether that particular piece of metal is worthy of its place in a Speedwell car.

Every piece of heat-treated metal that goes into these cars must show the quality of hardness set as a standard before it is accepted for use.

The small instrument is known as a scleroscope, and is not more than eighteen inches in height. It is a simple little thing, made up of a glass tube a foot long, provided with a scale at the back and two rubber bulbs—one to create a vacuum and draw the little steel plummet to the top, the other to release the steel and permit it to fall to the metal below.

On the rebound of the plummet from the steel under test depends whether it is accepted or rejected. For instance, the standard required for a certain part may be 84 degrees. The variation may be no degree each way—83 or 85—but no more. If the plummet, after falling and striking, leaps up within the tube to 83, 84 or 85 on the scale, the tested steel is approved and passed on; otherwise it is turned back.

Carl B. Chandler, traveling representative of the Cadillac Motor Car Company, is in the city for a day or two visiting J. M. Stoddard, of the Cook and Stoddard Company, Cadillac agents here. Mr. Chandler has just returned from an extensive trip through the South and is clated over the prospects for business in that section of the country. "While the cotton crop this year will not be a bumper one," said Mr. Chandler, "in acreage it will be larger than ever. During my trip I found business conditions among the automobile dealers excellent and the outlook for 1912 cars is exceedingly bright. The new Cadillac models for 1912 will be out within the next few days and the advance information I have about them indicates that they will make the automobile world sit up and take notice."

That the efforts of the Touring Club of America toward getting road improvements are meeting with success was indicated by the scouting trip made this week to Richmond and return by members of the touring club and several officials and newspaper men. The trip was a success in every way, good roads meetings being held in a number of towns and many promises being made to improve the highways between here

and the Virginia capital. Much credit is due Frederick H. Elliott, secretary of the touring club, and J. E. Pennybacker, secretary of the American Association for Highway Improvement for the work they did in carrying the scouting trip to a successful conclusion. Charles E. Miller, who drove his Velle car over the route, and Lee Folger, who loaned his Packard for the scouting trip, also share in the success of the expedition.

It occasionally happens that skidding occurs when the motorist is endeavoring to bring the car to a stop within a limited space. No matter what the condition of the roads, whether wet or dry, it is at times difficult to pull up quickly if another vehicle has suddenly stopped a short distance ahead of the car. Setting the brakes introduces side slips at the rear, and while this tendency can be checked by means of the steering gear the forward skid will continue in many cases. The fault is, of course, on the part of the motorist in having approached the other vehicle at too great a speed consistent with the state of the road and with regard to the efficiency of his brakes. To obtain the maximum retarding influence being thus brought to bear on the wheels, and the intermittent periods when they are free to roll, enabling them to maintain their grip on the road.

Just Had to Be Out, As Bases Were Full

The Atlanta Deppens and the Birmingham Gold Dusts, negro baseball teams, were playing a strenuous game in Atlanta. In one inning the Gold Dusts had the bases full with no outs. An ebony-hued batter stepped to the plate. The pitcher sent his sphere to the catcher.

"One ball," called the negro umpire. Again the pitcher got busy.

"Two balls!" called the umpire. After the third ball pitched the man with the indicator shouted:

"Three balls!" Once more the sphere went across the plate.

"Fo' balls, yo' out!" shouted the umpire. The batter was highly indignant.

"What?" he yelled. "Me out? Whah yo' git dat, niggah?"

"Now, look a-heah, man," said the umpire. "Yo' gotta be out. Bey aint no room fo' yo' on de bases."—Atlanta Journal.

Burman's New Triumph Is Spoiled by Knipper

PHILADELPHIA, July 30.—Bob Burman, the motorist "speed king," succeeded in breaking the one-mile record for the Point Breeze track yesterday afternoon, and was then dethroned by Billy Knipper in the Remy Grand Brassard race by being forced out when his car met with a minor accident.

From 59 3-5 seconds, the mark which was hung up last year by Barney Oldfield, the daring Burman reduced the mark to 58 4-5 seconds.

It was the principal feature of the most successful automobile meet ever held at Point Breeze. The Quaker City Motor Club promoted the meet.

Gaithersburg Wins.

KENNINGTON, Md., July 30.—Gaithersburg won from Kennington yesterday in the Montgomery County League by 1 to 2. Tolson and Felny both pitched a stellar game.

SHOOTING STARS INTEREST GAZERS

Scientists Are Not the Only Ones Who Are Watching Meteoric Showers—Brilliant Display Begins Soon.

Meteoric showers or shooting stars are attracting attention among local astronomers and are being watched from the Naval and the Georgetown University observatories by scientists.

Even those who have never made a study of these streaks of the ethereal realm are being attracted by them. The tall, the name commonly applied to the star across the sky, is said by scientists to be the phosphorescence of rarefied gas.

The showers that will attract the attention of Washington people from August 19 on are the perseids. It was explained by the Rev. Father S. A. Tondorf, of Georgetown University, that there is no recurrent period at which they are not in abundance. "They are peculiar for their yellowish color," said Father Tondorf. "Their velocity is medium."

The largest showers will not appear until November 13, when the Leonids can be seen. They are periodically in greater abundance. Their color is of blue and green, and they travel very swiftly. The Leonids, which appear about November 27 and 28, are very sluggish.

The composition of the shooting stars is still a matter of discussion, because the occasions when it has been possible to recover any of the ash have been rare, and no substance has been obtained. Sodium and magnesium are said to be much in evidence, but all

that the scientists ever hope to get is the product of their combustion. They are completely burned before they reach the earth. Some of the ash has been recovered by melting snow from Spitzbergen.

The shooting stars often travel at the rate of forty or fifty miles a second. The mass that falls, and which is termed the star, is sometimes a single piece, but more often there are separate fragments.

Besides the attention drawn by the presence of shooting stars Jupiter has been attracting astronomical observers. The steady radiance of Jupiter due to its proximity to the earth—being only 398,000,000 miles away—has aroused much interest, even among those who ordinarily pay no attention to the heavenly bodies. Jupiter is 1,320 times larger than the earth. A telescope capable of magnifying fifty times shows Jupiter about the size of the moon.

Albert Seckel Western Amateur Golf Champion

DETROIT, July 29.—After four years of unsuccessful attempts, Albert Seckel, the Princeton grifter, of the Riverside Club of Chicago, won the Western amateur golf championship over Robert A. Gardner, of the same club, 8 up and 7 to play, in their final match of thirty-six holes.

Seckel first competed for the Western championship in 1907, and in 1909 was runner-up to Chick Evans.

Cricket Secretaries Beat Treasurer's Men

The club match of the Washington Cricket Club yesterday afternoon took the form of a single wicket game, which lasted about two hours. The contest was between the Secretary's team and the Treasurer's team, the former winning by 25 to 14. Billy McWade made top score, with 15, and King and Warren followed with 7 and 8, respectively.

The teams will play an exhibition game this afternoon on the Rock Creek Park grounds.

Yesterday's score:

SECRETARY'S TEAM.

Charles King, b. Warren..... 8
W. C. McWade, b. Warren..... 15
R. W. Roberts, b. Callender..... 1
F. O. Donovan, b. Warren..... 6
Walter Jones, not out..... 3
Extras..... 4

Total..... 35

Runs at fall of each wicket: 4, 7, 19, 24, 35.

BOWLING ANALYSIS.

Balls. M. R. Wkts. Ave.

Warren..... 38 1 10 3 3.30

Callender..... 27 0 15 1 18.00

D'Alcorn..... 20 1 9 0 9.00

TREASURER'S TEAM.

Will Warren, b. Roberts..... 7

D. H. Rhodes, not out..... 2

D. W. D'Alcorn, b. McWade..... 9

Rev. D. E. Callender, c. McWade, b. Roberts..... 3

A. A. Sousa, c. Donovan, b. McWade..... 5

Extras..... 5

Total..... 35

Runs at fall of each wicket: 1, 3, 7, 15, 15.

BOWLING ANALYSIS.

Balls. M. R. Wkts. Ave.

Roberts..... 40 2 8 2 4.00

McWade..... 20 1 8 2 4.00

Alexandrians Win.

ALEXANDRIA, Va., July 30.—Alexandria Athletic Club's baseball team won from the Cardinal Athletic Club in an interesting battle here yesterday, score 8 to 5.

Observe those who are buying

THE 1912
Speedwell



Speedwell Model 12-D Special—5 passenger touring car—4 cylinder, 50 H. P. motor—121 inch wheelbase
Price—\$2,750. Top and windshield extra.

Speedwell dealers, everywhere, report the same interesting phenomena.

Those who are buying the 1912 Speedwell are, for the most part, people who have previously paid, or are amply able to pay, a price higher than \$3,000.

The same kindly things you have thought and said of the car are being thought and spoken from one end of the land to the other.

Formerly, it was only the few who had investigated, who would listen to a comparison of the Speedwell with the costliest cars made in America.

Now these isolated cases of enthusiastic loyalty have been multiplied a thousand fold.

1912 Models

12-H Semi-racer, 2 passenger	\$2,500	12-D Special. Fore-door Touring Car, 5 passenger	\$2,750
12-C Toy Tonneau, 4 passenger	2,625	12-F Touring Car, 7 passenger	2,800
12-D Touring Car, 5 passenger	2,650	12-F Special. Fore-door Touring Car, 7 passenger	2,900
12-K Close Coupled, 5 passenger	2,650	12-E Limousine, 7 passenger	3,850
12-G Torpedo, 4 passenger	2,700	12-B Duck Boat, 3 passenger	2,750
12-H Special. Semi-racer with toy tonneau, 4 passenger	2,700	12-A Cruiser, 4 passenger	3,500

All models have 4 cylinder, 50 H. P. motor, and 121-inch wheelbase is common to all save the Cruiser, with wheelbase of 132 inches.

Standard equipment includes Prest-O-Lite tank and demountable rims (on all models except 12-H, which has generator and quick detachable rims), two gas headlights, two side lamps, one tail lamp, horn, jack, tool kit, tire repair kit, pump, battery box, tool box, robe rail, foot rail, and Bosch magneto. In addition to this equipment the Cruiser has pig-skin upholstery, sole leather trunk cover, cape top and storm curtains, and shock absorbers.

Lamps and windshield frame are finished in black enamel, and radiators are finished in color of body. Color is optional with the purchaser.

That the Speedwell buyers here happen to be the foremost men in the community, able to own the best that money can buy, is not peculiar to this city.

The same thing is happening everywhere. The Speedwell is so royally beautiful that it enforces comparison with cars which cost more money.

And as men are much alike, what will happen in your case if you make such a comparison, happens also in every similar case that occurs thruout the country.

As we have said in a previous announcement: What higher priced car can withstand comparison with the 1912 Speedwell?

Cadillac 1911 Demonstrator
"Thirty" Better Than New

A FIVE-PASSENGER Touring Car with complete equipment, including Top, Windshield, and Speedometer. This car is as good as new and does not show the slightest wear.

The following cars are all in first-class running order, and are fully equipped with top, windshield, and speedometer.

- 1910 Cadillac "30" Touring Car.
- 1910 Cadillac "30" Demi-Tonneau.
- 1909 Cadillac "30" Touring Car.
- 1909 Cadillac "30" Demi-Tonneau.
- 1910 Parry Touring Car.
- 1910 Parry Double Rumble Roadster.
- 1910 Chalmers "40" Touring Car.
- 1909 Wayne Touring Car.
- 1904 Cadillac Single Cylinder.

Attractive Prices on All of the Above.

The Cook and Stoddard Co.
1313 H Street N. W. Phone M. 7428

The Speedwell Motor Car Company, Dayton, Ohio

Speedwell Sales Company of Washington, D. C.

Telephone Columbia 586

A. D. LOFFLER, President

3830 Georgia Ave. N. W.